

**HONOLULU AUTHORITY FOR RAPID
TRANSPORTATION**

HONOLULU RAIL TRANSIT PROJECT

**AIRPORT STATION GROUP DESIGN
CONSULTANT**

PROFESSIONAL SERVICES CONTRACT

REQUEST FOR QUALIFICATIONS

NO. RFQ-HRT-499915

QUESTIONS RELATING TO THIS SOLICITATION, CONTACT:


**HONOLULU AUTHORITY FOR RAPID TRANSPORTATION
1099 ALAKEA STREET, SUITE 1700
HONOLULU, HAWAI'I 96813
TRANSITMAILBOX@HONOLULU.GOV**

**NOTICE OF REQUEST FOR QUALIFICATIONS
FOR
AIRPORT STATION GROUP DESIGN CONSULTANT
HONOLULU RAIL TRANSIT PROJECT
PROFESSIONAL SERVICES CONTRACT
REQUEST FOR QUALIFICATIONS NO. RFQ-HRT-499915
HONOLULU AUTHORITY FOR RAPID TRANSPORTATION (HART)**

LETTERS OF INTEREST AND STATEMENTS OF QUALIFICATIONS responding to this Request for Qualifications (RFQ) will be accepted up to 2:00 p.m. Hawai'i Standard Time (HST) on May 3, 2012, to the HART Executive Director and CEO, Honolulu Authority for Rapid Transportation, 1099 Alakea Street, Suite 1700, Honolulu, Hawai'i 96813.

A Pre-Submittal Conference is scheduled to be held from 1:30 p.m. to 3:00 p.m. HST on April 12, 2012, at the Laniakea YWCA, 1040 Richards Street, Honolulu, Hawai'i 96813. All interested Offerors are encouraged to attend; however, attendance is not mandatory.

Because portions of the work in the Airport Station Group Design Consultant Contract may be funded with Federal assistance, the selected Offeror is expected to comply with applicable Federal Transit Administration (FTA) terms and conditions.



KENNETH T. HAMAYASU
Interim Executive Director and CEO
Honolulu Authority for Rapid Transportation

NOTICE TO CONSULTANTS REQUEST FOR PROFESSIONAL SERVICES

The Honolulu Authority for Rapid Transportation (HART) is seeking professional services in the fields of architecture and engineering for a Station Design Consultant (SDC) for the Honolulu Rail Transit Project (H RTP). Under the Airport Station Group Design Consultant Contract (Contract), the SDC will provide services related to the design of four (4) stations comprising the Airport Station Group: Pearl Harbor Naval Station, Airport Station, Lagoon Drive Station, and Middle Street Transit Center Station.

The successful firm must be licensed to do business in the State of Hawai'i at the time of Contract award. The Contract will be supervised and overseen by HART. HART intends to seek New Starts funding assistance from the United States Department of Transportation, Federal Transit Administration (FTA) and must comply with the statutory, regulatory, and administrative requirements for New Starts projects, including FTA third-party contracting requirements.

H RTP BACKGROUND

Purpose

The purpose of the H RTP is to provide high-capacity rapid transit in the congested east-west transportation corridor between Kapolei and the University of Hawai'i at Mānoa (UH Mānoa). This corridor includes the majority of housing and employment on O'ahu. The north-south width of the corridor is a maximum of four (4) miles, as much of the corridor is constrained by the Ko'olau and Wai'anae Mountain Ranges to the north and the Pacific Ocean to the south.

The H RTP: East Kapolei to Ala Moana Center via the Airport

The H RTP is identified in the Final Environmental Impact Statement (FEIS) as the Airport Alignment. It will include the design, construction and operation of a twenty (20) mile grade-separated fixed guideway transit system between East Kapolei and Ala Moana Center. All parts of the guideway will be elevated, except near Leeward Community College, where it will be at-grade in an exclusive right-of-way. The system will incorporate steel wheel on steel rail technology. The H RTP includes twenty-one (21) stations, the Maintenance and Storage Facility (MSF), and seventy-six (76) light metro vehicles and associated core systems.

Planned Extensions

In addition to the H RTP, the Locally Preferred Alternative (LPA) includes four (4) planned extensions connecting the H RTP to West Kapolei, UH Mānoa, Waikīkī, and Salt Lake. The extensions would receive separate detailed environmental review. If funding is identified in the future, engineering design and environmental analysis of the extensions and the appropriate alternatives analysis will be undertaken. The H RTP, as evaluated in the FEIS, has logical termini and independent utility from any extensions that may be constructed in the future.

The FEIS and additional information on the H RTP can be found at: <http://honolulutransit.org>.

Status of FTA Programmatic Requirements

- October 2006: Completion of an Alternatives Analysis.

- December 2006: The Fixed Guideway Alternative was selected as the LPA by the Honolulu City Council.
- March 2007: FTA publishes a Notice of Intent to prepare an Environmental Impact Statement in the Federal Register.
- November 2008: The Draft Environmental Impact Statement (DEIS) was released for public comment.
- February 2009: The public comment period ended.
- October 2009: FTA authorizes the H RTP to enter New Starts Preliminary Engineering phase.
- September 2010: The FEIS was submitted to the State of Hawai'i Governor's Office for review.
- December 2010: The FEIS was signed by Governor Abercrombie.
- January 2011: The Record of Decision (ROD) was issued by the FTA.

PROJECT DELIVERY AND CURRENT PROCUREMENT EFFORTS

Guideway and Stations

The H RTP's guideway and stations are planned to be constructed starting from the western terminus of East Kapolei in sections:

- Section I - West O'ahu/Farrington Highway: East Kapolei Station to Pearl Highlands Station;
- Section II – Kamehameha Highway: Pearl Highlands Station to Aloha Stadium Station;
- Section III – Airport: Aloha Stadium Station to Middle Street Transit Station; and
- Section IV – City Center: Middle Street Transit Station to Ala Moana Center Station.

HART has entered into a design-build (DB) contract for the West O'ahu/Farrington Highway Guideway. HART has entered into a DB contract for the Kamehameha Highway Guideway.

All station groups will be implemented through the procurement of individual design firms, under professional services contracts, who will prepare design documents for individual construction packages to be procured using the design-bid-build method. HART has entered into professional services contracts for the design of the three (3) stations comprising the Farrington Highway Station Group and the Airport Section Guideway and Utilities Contract. HART is in the process of procuring design consultants for the West O'ahu Station Group, the Kamehameha Highway Station Group, and the City Center Section Utilities and Guideway Contract.

Core Systems

The Core Systems will be constructed under a design-build-operate-maintain (DBOM) contract. The major subsystems and other end-products to be acquired under the contract over the eight (8) year period include the revenue vehicles, train control, traction power facilities, fare collection, and manufactured products required for operation and maintenance of the system. HART has entered into a DBOM contract for the Core Systems.

Maintenance and Storage Facility (MSF)

The MSF will be constructed under a DB contract. The MSF DB contractor will be responsible for: completing design; site work; construction of various maintenance buildings; and

purchasing, storing, and distribution of rail, special trackwork, switch machines, contact rail and appurtenances for the entire HRTTP. HART has entered into a DB contract for the MSF.

SCOPE OF WORK

An indicative listing of tasks relating to the Contract Scope of Work (Work) for this RFQ is attached hereto as Appendix A. A final determination of levels of effort, work, scope, responsibilities and schedule will be negotiated with the selected Offeror pursuant to Hawai'i Revised Statutes (HRS) §103D-304(h) (Supp. 2010).

TERM OF CONTRACT

The term of this Contract will be negotiated with the selected Offeror. The Contract may be subject to multiple notices-to-proceed which will authorize portions of the Work under the Contract to commence. Tentative phased design in accordance with FTA procedural requirements and contract durations consistent with current existing schedule constraints are included in Appendix A.

PRE-SUBMITTAL CONFERENCE

A Pre-Submittal Conference to respond to questions from persons interested in submitting statements of qualifications will be held. Although attendance is not mandatory, all interested Offerors are encouraged to attend and pre-registration is not required. Advance questions may be emailed to: transitmailbox@honolulu.gov. Additional questions may be addressed during the Pre-Submittal Conference; however, any information provided will be considered unofficial until issued in writing via addenda.

Date of Conference: April 12, 2012
Time of Conference: 1:30 p.m. – 3:00 p.m. HST
Place of Conference: Laniakea YWCA
1040 Richards Street
Honolulu, Hawai'i 96813

SUBMITTAL MATERIALS REQUIREMENTS

1. Letter of interest. The letter of interest must include contact information (name, title, name of firm, mailing address, phone number, and email address) for the authorized representative(s) of the firm(s) submitting the letter of interest. Please ensure that contact information is up-to-date because should HART need to contact you regarding your submittal materials it will be through the contact person named in the letter of interest. In the case of a team approach, the letter of interest must indicate whether the team members intend to form a partnership, joint venture, prime-major subconsultant or other legal or organizational structure. If the organizational structure is prime-major subconsultant, the prime firm, which could be a corporation, joint venture, partnership, etc., and the major subconsultant firm(s), must be clearly identified. The letter of interest must be signed by a representative who is authorized to commit the firm. For joint ventures the letter of interest

must be signed by all joint venture partners. Signing the letter of interest attests that the information provided therein is current and factual.

2. Information on the Offeror. (In the case of a partnership or joint venture, submit information for the respective partnership or joint venture entity itself and for each member firm making up the partnership or joint venture. In the case of a prime-major subconsultant, submit information for the prime and the major subconsultant(s).)
 - A. Name of the firm, the year the firm was established under the current name, the principal place of business, and location of all its offices.
 - B. Former firm names. Indicate any other previous names for the firm during the last five (5) years and the year the name change was effective.
 - C. Type of ownership or legal structure of the firm (sole proprietor, partnership, corporation, joint venture, etc.).
 - D. The annual revenues and average number of employees over the past five (5) years.
 - E. The names and phone numbers of a maximum of five (5) clients who may be contacted, including at least two (2) for whom services were rendered during the past twelve (12) months, preferably for services similar to those required for the Contract.
 - F. A statement as to whether the firm, its principals or key employees presently, or in the past, are, or have been, involved in any debarment or suspension proceedings.
 - G. A statement identifying any contract involving the firm that was terminated for default within the past three (3) years.
 - H. Provide a list of example projects which best illustrate the firm's relevant qualifications for this Contract. The list must not exceed ten (10) recent projects that include major projects undertaken within the past ten (10) years. Provide the following information for each project listed:
 - 1) Title and location of the project;
 - 2) Project owner and owner's project number;
 - 3) Specific roles of the firm;
 - 4) Brief description of the work;
 - 5) Period of performance (start and end dates);
 - 6) Final contract value;
 - 7) Percent of work completed by the firm under the contract;
 - 8) Identify any project claims and litigation involving your firm (if none, so state); and
 - 9) Did the project involve federal funds (yes or no).
 - I. Any promotional or descriptive literature which the firm desires to submit.
3. Key individuals.
 - A. Identify the persons who will be assigned to the key positions listed below. For each person clearly state the *current* employer and location of each person.
 - 1) Project Manager

- 2) Design Manager
 - 3) Quality Assurance Manager
 - 4) Chief Architect
 - 5) Chief Facilities Design Manager
 - 6) Chief Structural Engineer
 - 7) Chief Landscape Architect
 - 8) Geotechnical/Foundation Design Lead
 - 9) Mechanical Design Manager
 - 10) Electrical Design Manager
 - 11) Interface Manager (person who interfaces with other contractors/contracts)
 - 12) Public Involvement Liaison
- B. Provide resumes for the persons identified above and for any other individuals deemed to have a major role in providing the services. The resumes must include:
- 1) Total years of experience, number of years with the current firm, name of the current employer, and current assignment location of key employee named;
 - 2) Education (highest relevant academic degree(s) and specialization for each degree);
 - 3) For individuals who hold current professional registration identify the registration number, state, and discipline. The name on the professional registration must match the name in Section 3.A, above;
 - 4) Work experience on up to five (5) relevant projects. Include a brief description of the project (scope, size, cost, etc), the person's specific role on the project, the year the person's work on the project was completed, and the person's employer for the project; and
 - 5) Names, titles, and contact information for a maximum of three (3) references.
- C. Other related information:
- 1) Identification and roles of each subconsultant firm proposed to work on the Contract (this section must not exceed two (2) pages);
 - 2) An organization chart of the proposed Professional Services team which includes the key individuals identified in Section 3.A, above;
 - a. Provide a narrative describing where key individuals will be located geographically for the duration of the work by location and for each key individual contemplated – stated as a percentage of total estimated billable hours, and;
 - b. Describe how the organizational chart operates in terms of geographical location(s) and describe the interfaces between the prime and its subconsultant(s).
 - 3) Demonstrated capability to undertake the financial responsibilities associated with a professional services contract;
 - 4) A narrative on any unique approaches or design solutions the Offeror will undertake to accomplish the work; and
 - 5) Any other pertinent information that should be considered in the evaluation of the firm's qualifications (this section must not exceed five (5) pages).

Should any of the list or page limitations referenced above be exceeded, any submittal materials beyond the limitation will not be considered.

In accordance with Hawai'i Administrative Rules (HAR) §3-122-63(b), the statements of qualifications and related information submitted by the Offerors (submittal materials), except those portions for which a written request for confidentiality has been made per HAR §3-122-58, will be open to public inspection upon posting of the award of this Contract. Offerors shall designate in writing those portions of their submittal materials that contain trade secrets, proprietary, or confidential commercial and financial information that are to remain confidential, subject to HAR §3-122-58. The specific proprietary information, trade secrets, or confidential commercial and financial information must be clearly identified as such. Material designated as confidential must be readily separable from the submittal materials to facilitate inspection of the non-confidential portion of the submittal materials. Designation of the entire submittal materials as confidential will not be acceptable and shall be invalid.

SELECTION

HART will evaluate submittal materials according to the criteria identified below. The criteria are listed in descending order of importance.

Evaluation Criteria

1. Experience and professional qualifications relevant to the Contract;
2. Past performance on projects of similar scope for public agencies or private industry, including corrective actions and other responses to notices of deficiencies;
3. Capacity to accomplish the work in the required time;
4. Any additional criteria determined in writing by the selection committee to be relevant to HART's needs or necessary and appropriate to ensure full, open, and fair competition.

DEADLINE

An **original and seven (7) copies** of the submittal materials packet shall be submitted not later than May 3, 2012, 2:00 p.m. HST to:

HART Executive Director and CEO
RFQ-HRT-499915
Honolulu Authority for Rapid Transportation
1099 Alakea Street, Suite 1700
Honolulu, Hawai'i 96813

Submittals by facsimiles are not acceptable. The Contract will only be awarded to an Offeror that demonstrates the ability to provide all of the services required for the Contract. Submittal materials received for only part of the required services will be considered non-responsive to this notice.

Any inquiry regarding the services required should be directed in writing to Mr. Wes Mott, Honolulu Authority for Rapid Transportation, at the address above, or to the Transit Mailbox at the following email address: transitmailbox@honolulu.gov.

APPENDIX A

ATTACHMENT TO

NOTICE TO CONSULTANTS REQUEST FOR PROFESSIONAL SERVICES

HONOLULU RAIL TRANSIT PROJECT (H RTP)

AIRPORT STATION GROUP DESIGN CONSULTANT

INDICATIVE LISTING OF TASKS RELATED TO THE SCOPE OF WORK

Project Description

The 5.2 mile Airport Section of the H RTP alignment includes four (4) stations: Pearl Harbor Naval Station, Airport Station, Lagoon Drive Station, and the Middle Street Transit Center Station. The scope of work for the Airport Station Group Design Consultant Contract (Contract) will be limited to the design of these four (4) stations. The design of the guideway structure at these stations is not included in this contract.

Description of the Airport Station Group

Pearl Harbor Naval Station: The elevated station guideway structure and 240-foot long side platforms are located in the median of Kamehameha Highway just east of the Radford Drive/Makalapa Road intersection. Canopies are provided to shelter a part of each platform. A single entry building and separate Ancillary Structure and Gap Breaker Station (GBS) are located on the parcel at the northeast corner of the intersection and are to be acquired by HART from the U.S. Navy. The Ancillary Structure is a single story building housing the Train Control and Communications Room (TCCR)/Uninterruptible Power Supply (UPS) and Mechanical Room. The GBS is located to the rear of the parcel with service vehicle access provided via a driveway connecting to Kamehameha Highway. The station entry building provides a single ground-level connection to the station platforms from the mauka side of Kamehameha Highway. It houses a fare gate module containing provisions for future installation of Ticket Vending Machines (TVM) and fare gates, vertical circulation elements (stairs and an elevator), a restroom, janitor storage room, elevator equipment room, trash room and the electrical room. Accommodations for a future escalator shall be made on the mauka side of the building. The entry building connects to the station platforms via a concourse-level and platform-level pedestrian bridges. Stairs are provided to connect between the platform and the concourse on each side of the guideway. An elevator is also provided between the eastbound platform and concourse. The TVMs, fare gates, and escalator are not included in this contract.

Airport Station: The elevated guideway station is located between the lei stands and parking toll stations just makai of Ala Onaona Street within the airport complex. The single entry building is located directly beneath the 240-foot long side platforms. A single canopy is provided to shelter a part of both platforms. Entry to the station is via the ground floor on the west side of the entry building through a fare gate module that has provisions for future installation of TVMs and fare

gates. The entry building contains vertical circulation elements (stairs and elevators; no escalators), elevator machine rooms, trash room, mechanical room, a restroom, staff room, janitor storage room, electrical room and a TCCR/UPS room. Adjacent to the entry building is a Traction Power Substation (TPSS) that has a driveway access from Ala Onaona Street and is surrounded by a masonry wall fence. TVMs, fare gates, TPSS, and Ala Onaona Street realignment are not included in this contract.

Lagoon Drive Station: The Lagoon Drive Station is an elevated station with 240-foot long side platforms located in the median of Waiwai Loop just east of Lagoon Drive. Two entry buildings are located on either side of the guideway at the west end of the station and provide direct access to the platforms. No concourse is provided in order to meet station height restrictions due to the airport's runway protection zone. The entry buildings are mirrored about the guideway centerline and are oriented to provide entry from the west. The buildings' fare gate modules contain provisions for future installation of TVMs and fare gates. The entry buildings also contain the vertical circulation elements (stairs and elevators but no provisions for escalators), janitor storage room, electrical closet, trash room, and elevator equipment room. The entry building on the mauka side of the guideway also contains a restroom. Pedestrian bridges connect the entry buildings directly to the station platforms. Canopies are provided to shelter a part of each platform. Emergency egress stairs are provided near the eastern end of both platforms and offer ground-level exits to Waiwai Loop.

The makai entry building parcel contains a small park and ride lot with provisions for Handi-van parking. The mauka entry building parcel contains an Ancillary Structure with driveway access from Lagoon Drive and houses the electrical room, TCCR/UPS room, and a mechanical room. The transformer that provides power to the station is located adjacent to the Ancillary Structure.

Middle Street Transit Center Station: The elevated station is located in the median of Kamehameha Highway directly above Kalihi Stream. Canopies are provided to shelter a part of each platform. Both platforms are accessed via a concourse and entry building on the mauka side of Kamehameha Highway. Normal access to the platforms is provided via stairs from the concourse to approximately the western one third point of the platforms or via elevators located at the west end of the station. A set of emergency egress stairs is also provided from the eastern third point of the platform to a concourse at the east end of the station. The concourse crosses the eastbound lanes of Kamehameha Highway and terminates with stairs that lead to the ground level adjacent to the station Ancillary Structure.

The station entry building is located on the Middle Street Bus Transit Center parcel at the west end of the platform and contains stairs, escalator, and an elevator along with the elevator machine room. The entry building connects to both platforms via a concourse-level pedestrian bridge that also contains the fare gate module and its provisions for TVMs and fare gates. Other facilities housed at the concourse level include elevator machine rooms, a restroom, the janitor closet and a security room. Access to the platform is provided via stairs and elevators.

An Ancillary Structure, located on private property to be acquired by HART, is situated on the east bank of Kalihi Stream. The Ancillary Structure contains the TCCR/UPS room, mechanical room, and electrical room. A TPSS is located on the makai side of the entry building and is enclosed by a masonry wall fence. Switchgear for the TPSS and a transformer for station power are also located on this parcel. A driveway is required to access the TPSS, switchgear, and transformer. TVMs, fare gates, escalator, TPSS, switchgear, and transformer are not included in this contract.

Illustrative Scope of Work

Station Design Work: Station Design work includes the design and preparation of final construction plans, detailed specifications and other contract documents for the Airport Station Group. The design work will be based upon, but not limited to, the existing Preliminary Engineering design documents, the Signage & Wayfinding Systems Manual, and the HART's Standard and Directive Drawings, Compendium of Design Criteria and the Design Language Pattern Book, and the Value Engineering study recommendations. All drawings will be done in accordance with the HART's Plans Standards and CADD Procedures.

The Station Design work for this Contract includes, but is not limited to:

- Station public spaces and ancillary structures;
- Station finishes;
- Vertical circulation elements;
- Concourse and concourse supports, except within the limits of the guideway contract;
- Platform and platform canopy;
- Electrical and mechanical design;
- Site work, including demolition;
- Site landscaping and furnishings;
- Guideway permanent landscaping and furnishings;
- Coordination with the Transit Arts Program;
- Signage and graphics;
- Parking facilities and/or transit centers;
- Lighting, Heating, Ventilation & Air Conditioning (HVAC), electrical and other ancillary space equipment;
- Accommodation of safety and security systems and alarms;
- Interface with other contracts;
- Permitting;
- Participation in community outreach and public presentations; and
- Sustainable design practices.

Sustainability: Utilize the HRTTP Systemwide Sustainability Report and the principles of the U.S. Green Building Council's (USGBC) LEED Greening Building Rating System guidelines throughout the station design process. Note that the station structures will not be seeking LEED certification.

Design Support During Construction: Provide limited design support during construction including, but not limited to: shop drawing review and approval; material samples / mock-up review and approval; periodic inspections; development of punch lists; resolution of punch lists; final acceptance of finishes and preparation of as-built drawings based on mark-ups from the construction contractor(s); and participate in various meetings.

Professional Licenses

All work under the Contract is to be done under the supervision of architects, landscape architects and professional engineers licensed by the State of Hawai'i Department of Commerce and Consumer Affairs.

Indicative Listing of Tasks

Project and Team Management

1. Interface with the HART and its General Engineering Consultant.
2. Coordinate and manage subconsultants (including civil, electrical, structural, etc.).

Architectural Design

1. Develop and prepare schematic designs and presentation materials for public presentations.
2. Design and prepare construction documents for station public and ancillary spaces, architectural finishes, vertical circulation elements, and station site design, including parking facilities, transit center facilities, and artwork.

Civil Design

1. Perform topographic survey and prepare construction document base map.
2. Develop and execute a geotechnical investigative exploration plan.
3. Design and prepare street restoration construction documents.
4. Prepare hydrology and drainage reports including scour analysis and mitigation design.
5. Design and prepare grading, drainage and paving construction documents for station site and station parking areas.
6. Design and prepare construction documents for demolition.
7. Prepare temporary traffic control plans.
8. Prepare right-of-way plans.
9. Prepare traffic signaling, roadway signing and striping construction documents for station areas that are not part of the Airport Guideway Section Contract.
10. Evaluate requirements to protect adjacent buildings or existing structures that may be affected by station construction.

Utility Design

1. Prepare composite utilities rearrangement plans, utility relocation and restoration construction plans and details.
2. Perform additional pothole investigation as needed.
3. Prepare street lighting plans for station areas that are not part of the Airport Guideway Section Contract.

Structural Design

1. Perform final structural analysis and design, including the preparation of contract documents showing structural details for all station structures (exclusive of the guideway) and architectural finishes, and artwork if provided as part of the contract.
2. Coordinate with the Airport Guideway Section contractors/consultants.
3. Evaluate requirements to protect adjacent buildings or existing structures that may be affected by station construction.

Landscape Architecture

1. Design and prepare final landscaping and irrigation construction documents for stations.
2. Incorporate the final landscape and irrigation design for medians and curb strips along the transit corridor connecting the stations. The General Engineering Consultant's landscape architect will prepare the design and construction documents of the guideway landscape areas.

Mechanical Design: Perform mechanical calculations and final design of mechanical systems and prepare Construction Documents for HVAC, plumbing and fire suppression systems.

Electrical Design: Design and prepare construction documents for lighting, power distribution, communication, security, fire alarm and grounding in the station area.

Specifications: Prepare detailed specifications for the construction bid documents using the HART's Standard Specifications wherever possible.

Estimates: At each submittal, prepare material quantity take-offs and a construction cost estimate to assess the design's adherence to HART's budget. Adjust the design as necessary to maintain compliance with the budget. Format for the material quantity take-offs will be provided by HART.

Construction Staging Plan

1. Develop Construction Staging Plan to maximize the area available for construction, minimize traffic disruption for both vehicular and pedestrian, and maximize accessibility to adjacent

properties and businesses.

2. Develop maintenance of traffic plans for construction.
3. Identify permits required and responsibility.

Public Involvement

1. Support HART in community meetings and workshops.
2. Provide illustrative materials such as plans, sketches, and/or models.

Design Support During Bidding: As requested, assist HART in resolving design issues during the construction solicitation process.

Design Support During Construction: As requested, assist HART in resolving design issues during construction.

Interface with Other Contractors

Core Systems Contract: The Core Systems Contractor will be responsible for communications and control; traction electrification; train control and signaling; passenger vehicles; and fare vending. The Airport Station Group Design Consultant will design and prepare construction documents for embedded conduits and other embedded components, blockouts, structural supports and mountings, and other enclosures and finishes as needed for systems equipment.

Airport Guideway Section Contract: Interface is required between the Airport Guideway Section Contractor/Consultant and the Airport Station Group Design Consultant in the station areas. The design of guideway superstructure, columns and foundations, and temporary landscaping within the guideway right-of-way is not included in the Contract.

Elevators and Escalators: The Airport Station Group Design Consultant will interface with the contractor who will be procuring and installing escalators and/or elevators at the stations in the Airport Station Group. The Airport Station Group Design Consultant will incorporate Architectural Standard Plans for elevator cab and escalator cladding materials.

Transit Arts Program: The HART's Transit Arts Program is intended to integrate art into transit station designs during the design process rather than add artwork after the process is complete. The Airport Station Group Design Consultant will be required to work with the HART's selected artist(s), to integrate artwork into the design of the stations and station site. The Airport Station Group Design Consultant will coordinate with HART, the Mayor's Office of Culture and the Arts, community and art groups, including all activities related to the program, identifying art opportunities, selecting and commissioning the station artist(s) and artwork, and review construction documents related to artwork.